SHESTAKOV
Yacht Sales

ELINKA — DEVONPORT YACHTS

Судостроитель: DEVONPORT YACHTS

Год постройки: 1996

Модель: Крейсерская яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United Kingdom

Длина общая: 66' 11" (20.40m)

Ширина: 17' 3" (5.26m)

Мин. осадка: 9' 3" (2.82m)

Купить **ELINKA — DEVONPORT YACHTS** а также выбрать подходящую вам яхту из нашего **каталога яхт** вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в **собственном списке продаж**, а также тесно сотрудничает со всеми крупными **яхтенными производителями** по всему миру.

Для того чтобы купить яхту **ELINKA — DEVONPORT YACHTS** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

ОГЛАВЛЕНИЕ

ХАРАКТЕРИСТИКИ

Обзор

Built to do the world backwards - with her stainless steel superstructure and Cat 0 bulkheads she is bullet proof and epic upwind. Now requires a pitstop before her next circuit of our planet.

Основная информация

Тип судна: Крейсерская яхта

Модельный год: 1996

Год постройки: 1996

Страна: United Kingdom

Размеры

Длина общая: 66' 11" (20.40m)

Длина по ватерлинии: 58' 3" (17.75m)

Ширина: 17' 3" (5.26m)

Мин. осадка: 9' 3" (2.82m)

Скорость, вместимость и масса

Водоизмещение: 75999.95557926 Pounds

Вместимость воды: 290.5892572 Gallons

Объем топливного бака: 501.9268988 Gallons

Размещение

Всего кают: 6

Всего коек: 14

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Steel

Материал палубы: Steel

Дизайнер корпуса: David Thomas

Информация о двигателе

Двигатели: 1

Производитель: Perkins

Модель: Sabre M130C

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Comments

The lead photograph is of a sister ship. ELINKA is a Challenge 67’ Class yacht, designed for the

'Challenge Business' by David Thomas and designed specifically to race around the world "the wrong way". The design brief called for exceptionally strong, seaworthy, fast, attractive, modern steel yachts that were able to sail to windward across the Southern Ocean in relative comfort.

ELINKA is now in need of a refit and her asking price reflects this. She has the additional bulkheads fitted which are necessary to obtain MCA Category 0 status and therefore has the opportunity once refitted, to charter worldwide without limit.

History

Yachts Challenge Business 21, 22, 23, 24, 26, 27, 28, 29 & 30 were part of the ten strong fleet which raced around the world in the British Steel Challenge in 1992/93. During the autumn of 1995 they underwent a series of detailed surveys and inspections. Whist the yachts and all their systems/equipment were found to be in exceptionally good condition, they underwent a major refit.

The refit amounted to a virtual rebuild with all the systems and equipment being replaced. This included new plumbing, wiring, engine, generator, batteries, pumps, deck equipment, steering gear, mast, spars, rigging and sails. Exactly the same amount of equipment and components were supplied to the “original yachts” for their refit as for the new yacht build. Shot blasting and repainting further ensured that the yachts were returned to 'as new condition'. As a result it was virtually impossible to identify from which build period each yacht originated. The specification was identical to the newly built yachts, as was their structural and cosmetic condition.

Yachts Challenge Business 31 through to 35 were built during 1994/95 and launched, together with the refitted yachts, in April 1996. All the Challenge 67' yachts benefited from the lessons learned in the outstandingly successful British Steel Challenge, with many detailed changes/ developments being incorporated during this refit.

The Challenge Fleet have now sailed a combined distance of over two million miles since the

proto-type was launched in 1990. The fourteen strong, BT Global Challenge fleet has proved to be extremely reliable with identical performance.

Conclusion

The Challenge 67' Class yachts have proven themselves to be outstanding yachts; they are probably the strongest and most seaworthy fleet ever to have raced around the world.

The yachts have an almost legendary reputation for their performance in difficult conditions, comfort at sea and confidence inspiring ability. Their strength and ability also makes them ideal for high latitudes and gives almost unique access to many places that are inaccessible by other means.

The design lends itself to a wide variety of uses as well as Ocean Racing. The deck layout and accommodation makes the yachts suitable for corporate entertaining, adventure sailing, chartering and private use. The accommodation layout could be economically and quickly changed by virtue of the fact that the bulkheads do not penetrate the cabin soles.

Design & Build

- Designer – David Thomas.
- Working Drawings – Thanos Condylis of C&S Yacht Designs.
- Structural Engineering – Roger Scammell.
- Builder – Devonport Yachts Ltd.
- Build Date – Challenge Business 31 through to 35 first launched 1996.

The Challenge 67 was designed specifically to race around the world "the wrong way". The design brief called for exceptionally strong, seaworthy, fast, attractive, modern steel yachts that were able to sail to windward across the Southern Ocean in relative comfort.

Safety was paramount both in terms of structural strength and crew safety. Because of the One

Design nature of the race, the design was not influenced or distorted by any rating rule and a sensible displacement was specified. Other important design considerations include, ease of access of the structure, equipment, systems, wiring and fittings for maintenance and inspections

both at sea and in harbour. Every piece of equipment had to be robust enough to survive a race around the world with minimum maintenance.

Many of the design principles were based on Sir Chay Blyth's (then unique) experience of sailing around the world single handed against prevailing winds and currents.

Devonport Yachts (DML) were chosen to build the fleet to Bureau Veritas highest notation. The construction method allows relatively simple and cost effective alterations to the interior layout.

Construction

All the Challenge yachts have been built under Bureau Veritas supervision to their highest yacht notation. Subsequently, a rigid regime of regular inspections and surveys developed by The Challenge Business has been conducted by independent Surveyors.

Note: ELINKA was Coded to Cat 0 as of September 2013.

· *Design Approval – Bureau Veritas.*

· *Classification Authority – Bureau Veritas, +1 3/3 Charter Yacht /S (yacht removed from class by Challenge Business in September 2000).*

· *MCA Compliance Surveys & Inspections by Mecal (Certifying Authority of the Institute of Marine Engineers).*

· *Royal Ocean racing Club – ORC Cat 0.*

Hull, Deck & Superstructure Construction:

· The yachts were designed to be exceptionally strongly built of steel in order that they could face all that the Southern Ocean might throw at them, with absolute confidence.

· The hulls are constructed of high tensile steel shell plating over “T” bar longitudinals and angle ring frames.

· A full depth skeg and ertalite bearings provide support for the steel rudder and good engineering ensures absolute reliability.

· The entire deck and superstructures are of stainless steel in order to reduce maintenance to a minimum.

· The stainless steel fuel, water and sullage tanks are provided with good access for cleaning.

· The International Paint coating systems are the best that current paint technology can provide with the result that on return from the world's toughest yacht race, the yachts looked as if they had returned from a summer cruise.

· Above the waterline the hull and deck are lined with approximately 60 mm of sprayed Polyurethane foam to provide thermal and sound insulation.

· The extensive use of Warerite laminates in the interior fit out, ensure light, bright accommodation, which is easy to maintain and keep clean.

· Maple hull liners and Afrormosa trim are highlighted by the white bulkheads and provide a warm comfortable feel to the accommodation.

· Hull Shell Plating & Stringers – British Steel, 50A Steel.

· Hull & Deck Framing – British Steel, 43A Steel.

· Deck, Deckhouse, Coamings & Plinths – British Steel, 316 Stainless Steel.

· Paining and Fairing Materials – International Paints Ltd & Awl Grip topsides & deck repainted in 2004.

· Non Slip Deck Covering Material – TBS.

· Max Bridge Clearance: 25.98m

Keel & Rudder:

· Ballast Keel – Cast Iron by Iron Brothers Ltd.

· Keel Bolts – 16 x 30mm Bolts.

Machinery

· All the mechanical systems are robust with good access to permit easy and efficient maintenance both at sea and in harbour.

· The equipment was chosen for reliability and long service life.

Engine & Gearboxes:

· 130 hp (96kW) Perkins Sabre M130C 6 cylinder naturally aspirated diesel drives the propeller through a PRM 302 gearbox.

· Engine mounts (2013).

Propulsion & Steering:

· Steering Gear & Wheels – Edson.

· Fixed blade propeller (2013).

· Propshaft and cutlass bearings (2011).

Electrical Systems

Voltage Systems:

· All the electrical wiring together with the switch panels and fittings are of high quality for reliability and safety.

· The major cable runs are easily accessible with no wiring below the cabin soles.

· The major systems are all 24 volts.

· Bureau Veritas approved cabling and components.

· Newmar electrical panels with circuit breakers, ammeters and voltmeters.

Battery Banks:

· Sonnenschein gel batteries.

· Service - 4 x 200 amp hours.

· Engine start - 2 x 90 amp hours and Generator start - 1 x 60 amp hour (12 volt).

Battery Chargers:

- Victronix battery charger.

Generator:

- Beta 5.7kva 240v generator.
- The generator is installed in a sound proofed compartment in oilskin room.

Other Electrical:

- Super Wind windmill.
- Victronix 3kw inverter.

Plumbing Systems

Fresh Water & Water Heating System:

- Accumulator system with immersion system for the hot water.

Bilge Pumps:

- In accordance with MCA regulations but not proven at this time.

Grey & Black Water:

- Black water tanks beneath soleboards forward – condition unknown.

Tankage

Fuel:

- Total capacity of 1,900 litres.

Fresh water:

- Total capacity of 1,100 litres.

Navigation Equipment

· Radar Mounting Structure – Stainless Steel radar arch/davits.

Ships Instrumentation:

· Brookes & Gatehouse Hydra System with compass, two 20/20's, two full function displays and one 3600 wind direction.

· Complete set of Nasa instruments (2013).

· Navtex (2013).

GPS:

· Two Lieca Magnavox MX100 GPS's (one new in 1996 and the other was upgraded by the manufacturer).

Satellite Communications:

· Thrane & Thrane Inmarsat Standard C Terminal.

· Iridium sat phone.

VHF:

· VHF radio at the wheel.

Domestic Equipment

Galley:

· In the aft section of the yacht to port with seating to starboard for the crew.

· It is a u shaped galley with ample storage and food preparation areas.

Heads/Showers:

· 2 x combined WC, basin and shower.

Heating & Ventilation:

· 2 Eberspacher D3LC diesel hot air heaters.

Accommodation

Summary of Accommodation:

· 14 berths in 6 cabins; with 2 x WCs.

· Interior – Marine plywood with Waterite laminate surfaces.

· Interior Trim – Afromosia and Maple bright work in accommodation, Iroko bright work in sailroom.

Description of layout:

· The Challenge Fleet were designed to be self-sufficient and have adequate stowage to enable them to stay at sea for up to 55 days in any part of any Ocean.

· The Challenge races have illustrated the yacht's ability to do this with a surprising degree of comfort, in absolute safety.

· A multitude of handrails & pillars allows safe movement below decks.

· The saloon is light, airy and dry with good ventilation, which enables food to be prepared in tropical or Southern Ocean conditions in the galley.

· The comfortable seating area has fabric upholstery.

· The fourteen berths are situated in 6 cabins.

· All berths have high leecloths for security at sea and comfort at any angle of heel.

· A box stowage system enables dry and orderly stowage of clothing and personal belongings in each cabin.

· Each cabin has a cowl vent and hatch/skylight.

Sailroom:

· The sailroom is situated aft of the collision bulkhead and the full inventory of sails can be stowed here together with all the warps, fenders, sheets and guys.

· The main & kedge anchors together with their associated chain and warps are also securely stowed in this compartment.

· A central passageway runs aft from the sailroom to the deckhouse.

· 24v deep freeze.

Heads & Shower Compartments:

· Head/shower compartments are situated on either side, each with macerator WC, washbasin and shower.

Forward Cabins:

· Mirror image cabins are situated aft of the heads compartments. Each has two berths and box stowage racks.

Amidships Cabins:

· Each amidships cabin has three berths with box stowage outboard at the forward end.

Chartoom/Deckhouse:

· The navigation & communication equipment is situated around the full size chart table, as are the Perspex covered switch panels.

· Off watch seating allows good visibility through the deckhouse windows.

Drying/Oilskin Room:

· With hanging/drying space for a full compliment of foul weather gear.

Cabins:

· 14 berths in 6 cabins.

· All berths have very high leecloths for security at sea.

· A box stowage system enables dry and orderly stowage of clothing and personal belongings.

Saloon:

· The whole crew can be seated around the saloon table.

· Stowage areas and cupboards are arranged outboard and below the comfortable seating.

Galley:

· Electric combination oven.

· Substantial fiddles allow safe preparation of food at sea in virtually any conditions.

· Trash compactor.

Aft Cabins:

· Each aft cabin has two berths and stowage.

Deck Equipment

The deck layout was designed to be safe, seaman like, efficient and provide as much protection for the crew as practically possible, even in extreme Southern Ocean conditions. The deck hatches are defended from wave action by plinths. Dorade vents keep the accommodation well ventilated even in extreme conditions.

The aft cockpit is particularly comfortable and the bridgedeck area ideal for corporate entertaining.

During their circumnavigation's both Mike Golding and Sam Brewster illustrated that the yachts can be sailed single handed fast, safely and efficiently.

The deck equipment was selected for its efficiency, robustness and ease of maintenance. All the equipment used fully justified its selection and remains in good condition.

Rig:

- Type – Bermudan Cutter.
- ELINKA is sold without a working spar

Winches:

- Harken self-tailing winches with stainless steel drums.
- 2 x 66ST.
- 7 x 56ST.
- 2 x 32ST.

Sails:

- Mainsail (2013).
- Genoa (Looks recent).
- No. 1 Yankee.
- No. 2 Yankee, fitted with bolt rope for furling gear.
- No. 3 Yankee.
- Staysail.
- Storm sail.
- Storm Tri-sail.

Sail Area:

- Total, including 100% foretriangle – 1,932sq ft, 179.49sq m.
- Main – 926sq ft, 86.01sq m.

- Genoa – 1,480sq ft, 137.49sq m.
- Spinnaker – 3,780sq ft, 351.17sq m

General:

- Companionway Hatch - Goiot.
- Deck Hatches & Port Lights – Lewmar Marine Ltd.
- Pulpit Stanchions & Fabrications – Hercules CSMD.

Anchoring & Mooring Equipment:

- 24v anchor windlass with 55kg Rocna anchor.

Limitations

ELINKA has come onto the market as a bank repossession and is therefore at a bargain price for a quick sale and some necessary refit. She has been surveyed and the survey will be made available to interested parties.

The inventory as listed is an assumption based on the most recent selling inventory and the vessel should be viewed and will be bought only with the items on her. The inventory looks fairly complete but these items should be checked to ascertain they function properly.

Paperwork - Seems to be mostly complete and is available for checking.

VAT - There is no VAT paperwork for this boat. She may have been VAT paid but this cannot be substantiated. It may therefore be necessary to pay VAT.

Additional Mast

There is a new Challenge 67 mast available from Berthon Boat Company, for further information about its availability please contact us.

Исключения

При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

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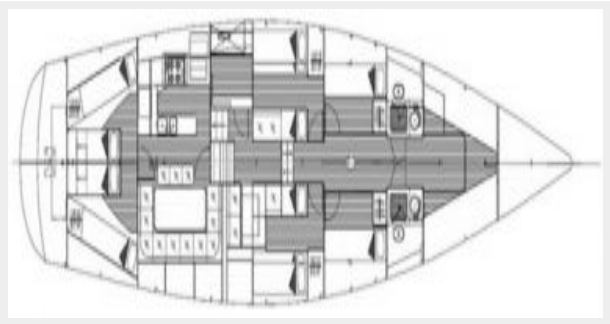
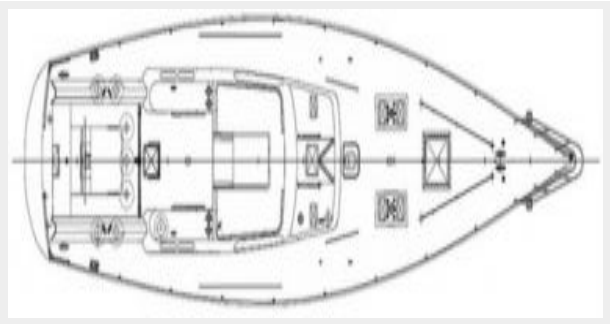
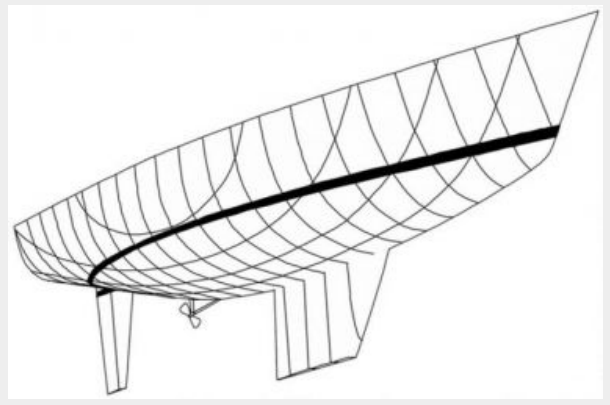
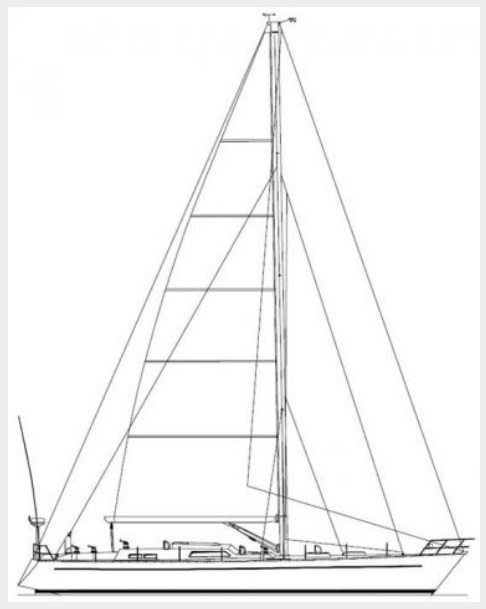
ФОТОГРАФИИ









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КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

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Время работы

Понедельник – Суббота: **9:00 - 21:00** EDT

Воскресенье: **Закрыто**

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